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Vanderbilt Gave Up Lifebelt to Woman; Liner Not Armed, U. S. Inspection Showed; Wilson, Silent, Awaits Facts from Berlin

WILSON WAITS AS AMERICANS STAND FIRM

No Doubt as to Public Opinion on Lusitania Outrage.

GERMANY MUST CHANGE POLICY

This Nation Demands That She Abandon Attacks on Americans.

By W. L. M'PHERSON.

Washington, May 9.—The country has made up its mind about the Lusitania outrage. Public opinion has reacted promptly, naturally and admirably from a tremendous shock. There can be no doubt as to the character of that reaction. It has not been hysterical; reason has not been obscured by passion. Beyond question the great majority of Americans stand firm for a firm insistence on our conception of neutral rights and for an unequivocal demand on Germany that she abandon forever, so far as we are concerned, her policy of criminal aggression on the high seas.

With the administration the reaction has been less clean cut and less pronounced. The President, so far as outward signs go, has not yet quite found himself. He is still trying to make up his mind. He is waiting for facts—facts necessarily of minor consequence and unlikely to modify the issue as it stands today between Germany and the United States.

Senator William J. Stone, of Missouri, is the chairman of the Senate Committee on Foreign Relations. In the last Congress he was one of the administration's most trusted advisers. He was the State Department's mouthpiece at the Capitol. He must have a fairly good insight into the administration's foreign policy. He still laid stress in his statement yesterday—the only interview given out in this crisis by a member of the Foreign Relations Committee—on the fact that the Lusitania was not a belligerent ship with full knowledge of the risk and after official warning by the German government.

Views of German Apologists.
Mr. Stone talks almost like Dr. Dernburg and the other German apologists. In an interview at Cleveland yesterday Dr. Dernburg said: "Any ship flying the American flag and not carrying contraband of war is, and will be, as safe as a cradle. But any other ship not so exempt is a suicide as a volcano—or as was the Lusitania."

On the same day Dr. Eugen Kuhnke, professor of the University of Breslau, said in St. Louis: "Americans aboard that ship were responsible to no one but themselves for their lives. Every passenger was notified personally that the ship was not a belligerent ship. The German Embassy advertised the fact in the newspapers throughout the United States and all the passengers took the trip at their own risk."

Stand for Firm Americanism.
Official Washington is more or less muzzled while President Wilson continues to make up his mind. It is dangerous for an officialholder here to be suspected of "rocking the boat." But the drift of an unusual opinion is all toward a firm display of Americanism. The most marked evidence of this stiffening of feeling is the sudden change in the attitude of "The Washington Post," which before the Lusitania outrage had inclined noticeably toward the German side. "The Post" this morning publishes an editorial sweeping away all the excuses put forward for playing fast and loose with Germany's policy of criminal aggression. It says:

"DUTY DEMANDS INSTANT ACTION; FORBIDS DELAY," SAYS ROOSEVELT

Syracuse, N. Y., May 9.—Colonel Roosevelt tonight said: "On the night of the day that the disaster occurred I called the attention of our people to the fact that the sinking of the Lusitania was not only an act of simple piracy, but that it represented piracy accompanied by murder on a vaster scale than any oldtime pirate had ever practised before being hung for his misdeeds."

"I called attention to the fact that this was merely the application on the high seas, and at our expense, of the principles which, when applied on land, had produced the innumerable hideous tragedies that have occurred in Belgium and in northern France."

"I said that not only our duty to humanity at large but our duty to preserve our own national self-respect demanded instant action on our part and forbade all delay."

"I can do little more than reiterate what I thus said. When the German decree establishing the war zone was issued, and of course plainly threatened exactly the type of tragedy which has occurred, our government notified Germany that in the event of any such wrongdoing at the expense of our citizens we would hold the German government to a strict accountability."

"The use of this phrase, 'strict accountability,' of course, must mean, and can only mean, that action will be taken by us without an hour's unnecessary delay. It was eminently proper to use the exact phrase that was used; and, having used it, our own self-respect demands that we forthwith abide by it."

KAISER WRITES TO ITALIAN KING TO AVERT WAR

Austrians and Germans Fleeing Homeward by the Thousand.

Rome (via Paris), May 9.—The "Tribuna" says that an autograph letter from the German Emperor, which was taken to the Quirinal by Prince von Buelow, German Ambassador to Italy, requests the King of Italy to second the Emperor's efforts in order that the Italian and Austria pourparlers may result in an accord.

The exodus of Austrians and Germans from Italy continues on a large scale.

Paris, May 9.—A dispatch from Belinzone, Switzerland, to "Le Temps" to-day says: "Austrians and Germans are fleeing from all parts of Italy. All trains in the direction of the frontier are packed with Teutonic passengers, including merchants and officials."

"Special trains have brought 3,000 Germans from Rome, Florence and Bologna, en route for Germany. Lugano also is filled with refugees."

"Notice has been given of the suspension from to-day of the telephone service across the frontier and of the suppression of a great many passenger trains."

All German and Austrian journalists have left Italy."

Giovanni Giolitti, the former Italian Prime Minister, was the object of a hostile manifestation on his arrival in Rome this morning according to an apocryphal dispatch from the Italian capital. The demonstration, it appears, was due to a rumor that there would be a last moment maneuver on the part of Signor Giolitti is a member, to require the Ministry to consult the Parliamentary authorities, including the premier, before it announces its final decision with regard to Italy's course in the war. Parliamentary intrigues against Italy's intervention are proceeding actively.

Dispatches received in Rome from Milan say there were similar manifestations in Milan on the departure of Signor Giolitti for the capital.

Amsterdam (via London), May 9.—A dispatch from Rome to the "Frankfurter Zeitung," a copy of which has been received here, says:

"With the greatest suspense the protest which Italy will advance for beginning war against her allies is awaited. Reports are in circulation that the declaration of war will not be made against central powers, but against Turkey, owing to an alleged violation of the Treaty of Lausanne."

Geneva (via Paris), May 9.—An Italian army 600,000 strong, fully equipped and ready for the field, had been concentrated at Verona, a fortified Italian city situated at the base of the Tyrol Alps, twenty miles from the frontier of Austria-Hungary.

Copenhagen (via London), May 9.—A private message from Berlin states that Italy yesterday called to the colors all infantry classes from 1876 and that many trains loaded with troops are proceeding to the front.

Gen. Pole-Carew Injured.
London, May 9.—Lieutenant General Sir Reginald Pole-Carew, inspector general of the territorial forces, was thrown from his horse today at Antony Park, Cornwall, where he was spending a short leave of absence. He was picked up in an unconscious condition, suffering from concussion of the brain. He is sixty-six years old.

NO HEED PAID BY LUSITANIA TO WARNINGS

Liner Advised by Admiralty to Avoid Usual Course.

SURVIVORS TELL OF CARELESSNESS

Declare They Were Not Told What to Do if Ship Was Struck.

(By Cable to The Tribune.)

London, May 9.—The Lusitania might have been saved. The Tribune correspondent's investigations here reveal a state of affairs which appear astounding.

The Admiralty did not, so far as has yet been ascertained, actually order the Lusitania to proceed up midchannel instead of following her usual course close to shore, but she was advised to do so. Under such circumstances this advice, it is held, should have sufficed. Neither did the Lusitania make over 16 to 18 knots.

That wireless signals warning the Lusitania of the dangerous area were sent to her has been definitely established. There is a growing amazement that the warnings were not followed and a midchannel course taken. The Lusitania got signals from both Cork and the English coast.

It is officially announced that the British Board of Trade, with the concurrence of the Admiralty, has ordered an inquiry. Lord Mersey has consented to conduct it. He headed the investigations into the sinking of the steamers Titanic and the Empress of Ireland.

There are two rather sensational bits of evidence which are being related. One passenger declares the second engineer told him that only just before the ship was struck did orders go to the stokers to fire up for full speed. The ship was then well within the danger zone.

In one quarter to-night it was stated that it was not the government's business actually to order British merchant vessels to do thus and so with regard to operations, but that instructions were sent which should be followed. It was that way with the Lusitania. Advice was sent by wireless, but they were not followed.

Gross Carelessness Charged.
There is a vast amount of criticism among all the passengers. Most of them charge the grossest carelessness. C. T. Jenkins, a London business man and a survivor, said:

"During the voyage one of the most prominent passengers aboard went to the captain with the suggestion that passengers be told what to do in the event of an accident. The captain said it was not necessary, that it was not a company regulation, but when pressed he said he would take it up with the chief steward. Nothing, however was done."

"A lady who had tea with the captain asked if a coney could be expected. The captain replied the ship didn't need one. It never had one, and the Germans couldn't hit the Lusitania."

"There was gross carelessness. It is an outrage which should be fully investigated. There should have been a coney. Two destroyers could have protected the ship on this crucial run. The British government should have furnished it, whether the Cunard company wanted it or not."

There is also severe criticism on all sides that the officers told passengers the ship would not sink.

"A Streak of White on the Water."
Oliver P. Bernard, of London, said: "I have been a sailor before the mast, and know we were not making better than fifteen knots at the time."

There can be no doubt that the disaster was caused by a German torpedo, but the unsolved question is why there should have been such terrible loss of life. Captains Miller and Castle will make an investigation. Meanwhile there are serious questions which demand answers.

First, there is a well defined report here that the Lusitania had orders to take the midchannel course, which would place her approximately 140 miles off the Irish coast. Instead, she was within eight miles of land, where two vessels had been torpedoed within the previous twenty-four hours. It is known that four submarines, in all probability, were waiting for the Lusitania. They had been lurking there for three days.

Ship Changed Her Course.

The survivors agree that at noon on Friday the Lusitania made a sudden turn in a great half circle, carrying her far north from the course she had been pursuing up to that time. Passengers thought at the time the captain had seen a submarine or had been warned of the presence of one. Two hours later the vessel was torpedoed. The Lusitania approached the dangerous neighborhood absolutely unescorted, despite the warning issued by the German Embassy at Washington. There was no patrol of any kind to safeguard her. Except for the coast of Ireland, eight miles away, and one tiny pilot boat at an equal distance in the opposite direction, the horizon was absolute.

Only a few bulletins were received

HOW TWO NEW YORKERS DIED.



Alfred Vanderbilt when last seen had given his lifebelt to a woman passenger and started to obtain another. The ship sank within a few seconds.



Lindon Bates, Jr., after trying in vain to find some children below decks, wearing his heavy clothes and carrying a chair as a makeshift life preserver, started for the stern of the ship just as she went under.

CAPTAIN TURNER DECLARES HE SAW PERISCOPE AND TORPEDO

(By Cable to The Tribune.)

Queenstown, May 9.—Captain Turner asked The Tribune correspondent this afternoon to say to the American people: "I have heard that the Germans have already begun to spread the story that the Lusitania was probably sunk by an infernal machine from the inside. This is absolutely untrue. I saw the periscope of the submarine and saw the torpedo coming toward us through the sea. I watched its course and followed its bubbling wake until it disappeared beneath our counter. You might say I saw the torpedo strike the Lusitania, and the next instant the explosion occurred."

LIVERPOOL WRECKS POPE HORRIFIED SHOPS OF GERMANS AT THE CALAMITY

Liverpool, May 9.—The attacks upon German shops, which began yesterday, were renewed to-night, as the result of the fury aroused by the sinking of the Lusitania.

Most of the rioters were women, many of them relatives of the sailors of the Cunard Line. Several shops were wrecked and the contents piled in the streets and burned.

A large number of arrests were made, although so many police have joined the army that the Liverpool force is now hardly able to cope with the outbreak.

VICTORIA CROWDS RAID GERMAN CLUB

Victoria, B. C., May 9.—A crowd of several hundred men and boys, led by soldiers in uniform, in retaliation for the torpedoing of the Lusitania, raided the Deutscher Verein, a German club, and the Blanchard Hotel, under German management, here last night.

Furniture was dragged out of the club and smashed, in the hotel mirrors and cut glass were broken.

Frohman, Hubbard and His Wife in State-rooms at End; Lindon Bates, Jr., Tried In Vain to Help Children.

AMERICAN DEAD NOW 108; TOTAL 1,145

Finding of More Survivors Reduces Toll—Heroism and Marvellous Escapes Described by Lusitania's Passengers.

KNOWN SURVIVORS NOW 761

The reporting of additional survivors of the Lusitania, who had gone to London without giving their names in Queenstown, yesterday reduced the death total to 1,145. Of these 108 are Americans. The known survivors now are 80 Americans, 407 other passengers and 274 of the crew.

Bodies recovered number 144, of which eighty-seven are identified and fifty-seven unidentified. The identified bodies comprise sixty-five passengers and twenty-two of the crew.

The injured include thirty passengers and seventeen of the crew.

(By Cable to The Tribune.)

Queenstown, May 9.—"Please assume that persons not listed as either survivors or identified are missing and almost certainly dead. No news of Vanderbilt, Stone, Shields, Myers, Klein, Hubbard, Forman, Bates, nor of their bodies."

Wesley Frost, United States Consul at Cork, sent the above dispatch to the State Department to-night after a day of investigation at Queenstown. It is the death certificate for all the best known Americans aboard the Lusitania.

Thomas Slidell, of New York, Oliver P. Barnard and a steward all tell of the manner in which Alfred Gwynne Vanderbilt met his death. It was after the ship had been struck that the millionaire appeared on deck. He stood for a time in front of the door of the smoking room, perfectly calm. A heavy coat was wrapped about him and he held a lady's jewel case in his hand. He seemed to be waiting for some one.

Later the steward and Mr. Slidell both saw Mr. Vanderbilt strip off a lifebelt which he was wearing and hand it to a girl. He helped her adjust it, smiled and went off in search of another. The ship sank in a few seconds. He has not been seen since.

WILL BLOW UP TRANSYLVANIA, GERMANS SAY

Predict Fate of Lusitania Awaits Liner Carrying Many Passengers.

From the same German source which predicted the sinking of the Lusitania, word has been sent out that if German plans do not miscarry the Anchor liner Transylvania, which left this port Friday afternoon with 876 passengers aboard, will fall prey to a submarine. The Transylvania is chartered by the Cunard line and destined for Liverpool and Glasgow. A large proportion of her cargo consists of contraband.

Among the liner's passengers are many Americans and a large number of Canadian and British reservists. There are also twenty-three Canadian nurses aboard, bound for the field hospitals in the war zone.

The report of the safe arrival of the steamship New York, of the American Line, in Liverpool yesterday was received with joy here by scores of relatives and friends of American passengers. Several hundred are said to have escaped the fate of those aboard the Lusitania by changing their booking to the New York.

The local office of the French Line yesterday received a cable message announcing the arrival in Bordeaux of the Normand, of the French liner La Touraine, which left New York on April 27.

The vessels now in the war zone are the St. Paul, of the American Line; the Tuscania, of the Anchor Line; the Noordam, of the Holland-America Line, all bound for New York. The Rotterdam, of the Holland-America Line, bound for Rotterdam; the Anchor liner Transylvania and the American liner Philadelphia, both bound for Liverpool, are the only steamships headed at present for the war zone.

There was no apprehension in local German circles about the safety of the New York. It was freely stated that her American registry would insure her safety.

"Germany is not waging war upon neutral shipping and commerce," said an official associated with the Kaiser's government in this country. "We are conducting a bitter and merciless naval fight only against the ships of our foes, especially those of Great Britain, which has paralyzed our commerce and is making desperate efforts to starve Germany into submission."

Local Germans declare that the facility with which the Allies can obtain unlimited supplies of ammunition is a serious menace.

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